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Inventor : Leenders

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For : ROOF ASSEMBLY FOR A VEHICLE

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**CLAIM OF PRIORITY AND TRANSMITTAL OF  
CERTIFIED COPY OF PRIORITY DOCUMENT**

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Sir:

Applicant claims right of priority under the provisions of 35 USC § 119 based on German Patent Application No. 20213653.1, filed September 4, 2002.

A certified copy of this application is enclosed. This priority application is identified in the Declaration filed herewith.

Applicant requests that priority be granted on the basis of this application.

Respectfully submitted,

WESTMAN, CHAMPLIN & KELLY, P.A.

By: 

Steven M. Koehler, Reg. No. 36,188  
Suite 1600 - International Centre  
900 Second Avenue South  
Minneapolis, Minnesota 55402-3319  
Phone: (612) 334-3222 Fax: (612) 334-3312

# BUNDESREPUBLIK DEUTSCHLAND



## Prioritätsbescheinigung über die Einreichung einer Gebrauchsmusteranmeldung

**Aktenzeichen:** 202 13 653.1

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**Anmelder/Inhaber:** Inalfa Industries B.V., Venray/NL

**Bezeichnung:** Roof assembly for a vehicle

**IPC:** B 60 J, B 60 R

Die angehefteten Stücke sind eine richtige und genaue Wiedergabe der ursprünglichen Unterlagen dieser Gebrauchsmusteranmeldung.

München, den 20. Mai 2003  
Deutsches Patent- und Markenamt  
Der Präsident

Im Auftrag

Weinor

13.05.03



DE 4898-Me

Roof assembly for a vehicle

The present invention relates to a roof assembly for a vehicle according to the preamble of claim 1.

Such roof assembly is known from practice. In this practical embodiment it appears that, when the vehicle is driving on rough surfaces or at high speed, the transverse edge of the lower closure may start vibrating. Due to the presence of the adjacent transverse part of the roof assembly this can cause rattling. This is a nuisance to the people present in the car.

The object of the present invention is to solve this problem.

For this purpose, the roof assembly according to the invention is characterised by the feature of the characterising portion of claim 1.

Due to the adhering means, the transverse edge will adhere to the other part. Consequently, they will support each other, thereby preventing rattling.

In a simple embodiment, the adhering means are magnetising means, and preferably said other part is made at least partly of magnetizable metal and said transverse edge of the lower closure includes at least one magnet, and preferably a plurality of magnets distributed along of said transverse edge of the lower closure.

This leads to a simple and reliable arrangement for preventing rattling of the lower closure. The magnets can be very small and can be built in the transverse edge, so that it does not cause additional building height and does not affect the appearance of the other part or transverse edge. The permanent magnets cause a reliable adherence on one hand but allow easy disengagement of the transverse edge and other part on the other hand. No additional actions have to be taken during assembly of the roof parts.

The invention will now be explained in more detail with reference to the drawings, which schematically show an embodiment of the roof assembly for a vehicle according to the invention.

10 Figs. 1, 2 and 3 are longitudinal sectional views of the embodiment of the roof assembly, in three different positions.

Fig. 4 is a perspective view from above showing a sunshade panel and venting strip on a larger scale.

10 Figs. 5 a, b are very schematic enlarged longitudinal sectional views of the venting strip and adjacent edge of a sunshade panel according to Figs. 1 - 3, in two different positions.

The drawings and in particular Figs. 1-3 show a fixed roof 1 of a vehicle, such as a passenger car, incorporating a roof assembly. The fixed roof 1 of the vehicle has an opening 2 therein  
15 to be selectively opened and closed by a closure of the roof assembly. The fixed roof or roof assembly has a stationary part, such as a frame 3, which surrounds a passage opening 4 below the opening 2 in the fixed roof 1. Said passage opening 4 may be selectively opened or closed by shading means.

20 In the embodiment shown, the roof assembly has a closure comprising two rigid panels 5, 6 lying one behind the other and said panels 5 and 6 may be adapted to move in different manners. The drawings show that in Fig. 2 the upper sides of the panels 5, 6 are flush with each other and with the upper side of the fixed  
25 roof 1 so as to close the opening 2. In Fig. 1, both panels 5, 6 are tilted to a venting position in which the rear edges are raised. Fig. 3 shows a position in which the rear panel 6 is closed and the front panel 5 is moved downwardly and backwardly below the rear rigid panel 6 and the fixed roof 1 to realise a  
30 large part of the roof opening 2.

The operating mechanisms for moving the closure of the roof assembly are known per se and are not described here since they do not form part of the invention. Electric motors 7 are shown to drive the operating mechanisms.

35 The shading means which forms the lower closure of the

roof assembly for selectively opening and closing the passage opening 4, here comprises two rigid sunshade panels 8 and 9. The panels 8 and 9 are provided on their longitudinal sides with slides, which are guided in guide rails extending along the sides of the passage opening 4. These guide rails are also used for guiding the operating mechanisms of the upper closure i.e. the rigid panels 5 and 6.

1. Figs. 1-3 show three different positions of the sunshade panels 8, 9. Fig. 2 shows a completely closed position in which the panels 8, 9 abut and completely close the passage opening 4. Fig. 1 shows a position in which the rear sunshade panel 9 has been moved a small distance rearwardly so as to create a venting gap between a front edge 10 of the rear sunshade panel 9 and a rear edge 11 of front sunshade panel 8. This position is particularly useful if at least one of the panels 5, 6 is in the venting position to prevent an underpressure above the sunshade panels 8, 9 and to create (additional) ventilation from the interior of the vehicle. In this position, the gap between the panels 8, 9 is covered by a venting strip 12 having openings to allow passage of air therethrough but which visually covers the gap. The venting strip is mounted with its ends to slides which are guided in the guide rails alongside the passage opening 4 in order to move the venting strip together with and/or relative to at least one of said lower closure panels, which are also guided in said guide rails.

In Fig. 3, the front and rear sunshade panels 8, 9 are moved in their most rearward positions in which the rear sunshade panels 9 lie below the front sunshade panel 8 in order to allow release of the whole passage opening 4. The venting strip 12 has been moved rearwardly together with front sunshade panel 8.

Figs. 4 and 5 show the venting strip 12 and the front part of the rear sunshade panel 9. As is shown, the venting strip 12 is fixed at its lateral ends to slides 13 in order to slide along the guide rails along the sides of the passage opening 4. The venting strip 12 is made of steel or another magnetizable

material.

Figures 4, 5 further show that in the front edge 10 of the rear sunshade panel 9 there is integrated a plurality of permanent magnets 14, which are distributed along the length of the front edge 10. In the same manner, the rear edge 11 of the front sunshade panel 8 may be provided with one or more magnets.

These magnets 14 act as adhering means adhering the front edge 10 of the sunshade panel 9 to venting strip 12 which is made of magnetizable material. As a result the front edge 10 of the panel 9 is supported by the venting strip 12 and is held against it, thereby preventing this front edge 10 of the panel 9 to rattle against the venting strip 12. This is especially important in the venting position of Fig. 1, since in this case the sunshade panels 8 and 9 are moved away from each other so that they do not support each other and may start to vibrate under the influence of movements of the vehicle or of underpressure above the sunshade panels 8, 9. The magnets 14 are sized and positioned such that both in the position of Fig. 1 and in the position of Fig. 2 they create enough holding force to hold the front edge 10 of the panel 9 against the venting strip 12.

Despite the holding force, it does not require much driving force to slide the front edge 10 of the rear sunshade panel 9 away from the venting strip 12.

The invention is not limited to the embodiment shown in the drawing and described herein before and may be varied in different manners within the scope of the appended claims. For example, the magnets could be integrated in the venting strip, whereas the edges of the panels could comprise magnetizable material. Also other holding or adhering means could be used, such as special types of glue or clamping means. The part of the roof assembly co-operating with the edge of the lower closure could have another construction, such as a rain gutter or a (transverse) part of the frame. The invention could also be used in other types of roof assemblies, such as slatted roofs, folding roofs or other types of roofs having rigid or non-rigid, transparent or non-

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transparent closures.

## CLAIMS

1. A roof assembly for a vehicle having an opening (2) in its fixed roof (1), comprising a fixed part (3) attachable to the fixed roof and having a passage opening (4) therein, at least an upper closure (5, 6) for selectively closing and at least partly opening the roof opening in the fixed roof of the vehicle, at least a lower closure (8, 9) for selectively closing and at least partly opening the passage opening (4) in the fixed part of the roof assembly, wherein at least one transverse edge (10, 11) of the lower closure (8, 9) is positioned adjacent to another part (12) of the roof assembly in at least one position of the lower closure (8, 9), characterized in that said at least one transverse edge (10, 11) of the lower closure (8, 9) and said other part (12) comprise adhering means (14) such as to adhere the transverse edge (10, 11) of the lower closure (8, 9) to said other part (12) in said at least one position.

2. The roof assembly according to claim 1, wherein the adhering means (14) are magnetizing means.

3. The roof assembly according to claim 2, wherein said other part (12) is made at least partly of magnetizable metal and said transverse edge (10, 11) of the lower closure (8, 9) includes at least one magnet (14), and preferably a plurality of magnets distributed along the length of said transverse edge (10, 11) of the lower closure (8, 9).

4. The roof assembly according to claim 3, wherein the at least one magnet (14) is integrated in the transverse edge (10, 11).

5. The roof assembly according to one of the preceding claims, wherein said other part (12) is a venting strip covering a gap between said transverse edge (10, 11) of said lower closure (8, 9) and another edge (11, 10).

6. The roof assembly according to claim 5, wherein the lower closure (8, 9) includes at least two lower closure panels, which, in said at least one position, are spaced apart to form a



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gap which is covered by said venting strip (12), and wherein, in said position, the upper closure (5, 6) is preferably in a venting position.

5        7.        The roof assembly according to claim 6, wherein the venting strip (12) is mounted with its ends to slides (13) which are guided in guide tracks alongside the passage opening in order to move the venting strip (12) together with and/or relative to at least one of said lower closure panels (8, 9) which are also guided in said guide tracks.

10        8.        The roof assembly according to one of claims 1 - 4, wherein the other part (12) is a stationary roof assembly part.

FIG. 1

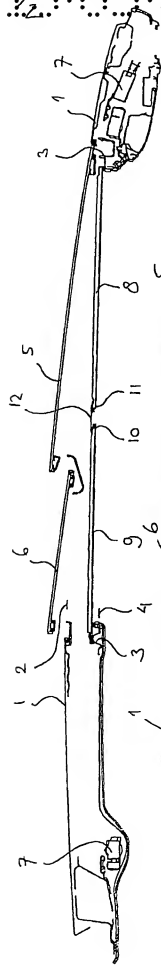


FIG. 3

FIG. 5

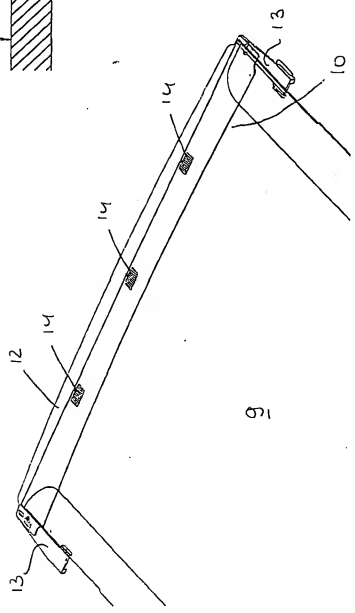
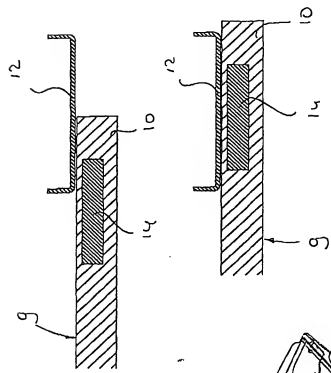


FIG. 4